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THE JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

## *The Bottle Shipwright*

**THE BOTTLE SHIPWRIGHT** is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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# The Bottle Shipwright

Volume 10, Number -4.

## Association Officers.

JACK SIMPLEY,-----President.  
FRANK SKURKA,-----Vice President.  
DON RUHARD,-----Membership/Treasurer.  
RAY HANDWERKER,-----Editor.  
SAUL BORNHOFF,-----Back Issues.  
JIM DAVISON,-----Decals/Patches.

## Regular Features.

FROM THE PRESIDENT.  
ALL HANDS,-Frank Skurka.  
FROM THE MEMBERS.  
FROM THE EDITOR.  
LET GEORGE HELP YOU DO IT,-  
--George Pinter.

## ON THE COVER.

Once again George Pinter has answered the call for a holiday cover.

## BACK COVER.

Ted Nyka's diplay and Brigantine "Newsboy" of Boston. Photo-Jack Kramer.

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THAT IS ALL !

...ATTENTION ON DECK ! THIS IS THE CAPTAIN !!

..What else can a person say at this time of year, except HOLIDAY GREETINGS and GOOD WISHES FOR A HAPPY AND FRUITFUL NEW YEAR to each member.

I was pleased with the turnout of members at the Conference in Savannah, because it brought together a large group of people who rarely meet each other one on one to share experiences and strengthen the bond between us all with a warm and lasting friendship. My hope is , as we approach the 10th anniversary of this Association, that we will continue to grow and be strong in our efforts to preserve the venerable nautical art which we practice.

MERRY CHRISTMAS AND A HAPPY NEW YEAR.

HIT THE BOTTLE

Jack

Ray Handwerker



Having just returned from a Christmas shopping trip to the local mall I now have a better understanding of "Scrooge's" mind set. The good news is, I have a full bottle of single malt holiday cheer from Scotland. "Frau Blucker" tells me the bad news is we counter-attack tomorrow. Hope one of those stores sells new feet. Anyway, THANKS to all of you who contributed to these pages, during the past year. And Thanks to all of you who helped make the Savannah conference a success. All of us wish all of you a safe and happy holiday and a healthy and prosperous New Year. May you all find that perfect bottle of fill it with that good idea you have been toying with for so long. Keep these letters, pictures and articles coming.

Wow-let's refill those bottles !!!

WELCOME ABOARD NEW MEMBERS.

James E. Sredy Jr., 332 Gough Rd. Winchester, Va. 22602.  
 Bernd Bratz, mareykelle F., 1000 Berlin 20, Germany.  
 Thomas Gouldem, Roose Post Office, Roose, Burrow-in-Furness, Cumbria  
 England LA13 0HE.  
 John Guley, 376 S. Hill Ave. Pasadena, Ca. 91106.  
 Stephen LaFoad, 1220-9th Ave. Apt 104, Menominee, MI. 49858.  
 Robert S. Lee, 6815 Lum Dr. Zephyrhills, Fl. 33541.  
 Robert Leightner, 5811 Pine Ln. Punta Gorda Fl. 33950.  
 Raymond L. Mahan, 24694 Ridgetcroft, Eastport, Me. 48021.  
 Daniel L. Nevels, 10202 Strafford Oak Ct. #805, Tampa, Fl. 33624.  
 Derek Posner, 940 N.E. 20th Ave. Ft. Lauderdale, Fl. 33304.  
 Philip P. Smith, 6 Townsend St. Newark, De. 19711.  
 Jeffrey Stewart, 490-D Avenida Sevilla, Laguna Hills, Ca. 92653.  
 Christopher Stickland, 2077 Marine Dr. Okaville, Ontario L6L-1B8 Canada.  
 Michael L. Tumlison, 4910 Wollington Rd, San Antonio, Tx. 78228.  
 Gery K. Webb, P.O. Box 5643, Novato, Ca. 94948.  
 Robert Wolfe, 1802 E. Baker Rd. Bexham, Tx. 77521.

### ADDRESS CHANGES.

Daniel Carter, P.O.Box 182, East Moline, IL 61244-0182.  
 David Denny, P.O.Box 66, Indianapolis, IN 46242-0066.  
 Dean Hollowen, 1735 Woodside Dr. Wilson, NC 27893.  
 Ross Keleman, P.O.Box 796, Point Pleasant, NJ 08742-0796.  
 Howard Morton, P.O.Box 291362, Daytona Beach FL 32129-1362.  
 Geoff Smith, 57 Fetherick St. Bunbury West Australia. 6230.  
 Stephen W. White, P.O.Box Gray Creek, British Columbia, Canada V0N 1S0.

CHECK THE ADDRESS LABEL ON THE ENVELOPE THIS ISSUE CAME IN !!. IF THE NUMBER AFTER YOUR NAME IS HI-LIGHTED IN YELLOW , YOUR DUES ARE OVERDUE. DUES ARE DUE WITH RECEIPT OF THE SECOND ISSUE OF EACH YEAR.

IN THE MORNING MAIL.

Harold L. Collins, 3212 Albans, Houston, Tx. 77005.  
Hugh McCullough, 125-100th St. Stone Harbor, N.J. 08247.  
Gustavo Martin Schmidt, Hipolito Yrigoyen 4262, 2 Pico\* (1212) Capital  
Argentina.

WELCHER, ANDREW.

#### THE VOYAGE OF DAISY'S BOTTLE

Picture a bottle. A whiskey bottle with air in its belly and a cork down its throat. A buoyant airtight bottle, bobbing in the Thames river at Old London Town.

Where will that bottle go? Ashore? Perhaps.

More likely, however, it will be swept out by the current into the Strait of Dover, and from there into the North Sea.

We are going to retrace the course of this sturdy glass vessel, a long and lonely voyage that really, actually took place.

Away from the east coast of England, northbound, past the Netherlands.

Now, somewhere midway between Scotland and Denmark, still in the North Sea.

June of 1937 has passed into July.

The sealed bottle urged ever northward by the ocean current, passes between Shetland Island and the coast of Norway. The vast expanse of the North Atlantic lies ahead, the Arctic Circle less than four hundred miles away. The year 1937 bows gracefully to the next as the lonesome voyage continues...

Hundreds of miles of Norwegian coastline is left behind as the intrepid bottles ventures into the icy Barents Sea. The northern coast of the Soviet Union is far below. Years pass in those desolate waters, thaw and freeze and thaw again.

The currents lure gently eastward over Siberia, from the Kara Sea, past the "North Islands" and Laptev Sea, and then through the East Siberian Sea. And East meets West.

The bottle has remained intact and airtight for almost a decade now, as it floats into the Bering Strait between Siberia and Alaska on a south-bound journey into the Bering Sea.

Then past the Aleutian Islands...

Then into the North Pacific...

Then along the west coast of the United States...

And now, at last, the restless voyage of almost twelve years and some twelve thousand miles has come to an end. This course has been reconstructed by oceanographers. The path we've retraced is the one the bottle had to have gone after being released into the Thames.

It was a chilly day, March 16, 1949. A fellow named Jack Wurm was wandering a deserted San Francisco beach and happened upon that bottle, half-buried in the sand. Jack, fifty-five, was jobless, near penniless, despondent. His restaurant business was bankrupt, his life savings gone.

Anyway, Jack discovered the bottle, saw something inside, broke the bottle on a rock and recovered the vessel's contents: a piece of paper, upon which was handwritten this message:

To avoid all confusion, I leave my entire estate to the lucky person who finds this bottle and to my attorney, Barry Cohen, Share and Share alike. Daisy Alexander. June 26, 1937.

And yes, it did stand up in court, this "last will and testament" of Daisy Alexander, who had died in London in 1939. Daisy Alexander who was the eccentric heiress to a large portion of the Singer sewing machine fortune. "Luck", she had secretly decreed, would determine her heir. And so Jack Wurm of San Francisco, broke and disheartened, down and almost out, was to harvest from a deserted beach--from a whiskey bottle that had begun its restless journey half a world away--Six Million Dollars.

# **7' HYDROFOIL GUNBOAT, PGH-2-BOEING-Castlewood**

**Purpose** . . . . . To conduct high speed mobile warfare operations

**Capacity**

**Crew** . . . . . 13 men (1 officer and 12 enlisted men)

**Length overall** . . . . . 71'-6"

**Beam** . . . . . 19'-6"

**Draft** . . . . . 4'-5" (foils retracted)

13'-11" (foils extended)

**Pull load displacement** . 57.9 tons (129,696 lbs)

**Boiling weight** . . . . . 35 tons (78,400 lbs)

**Heated by** . . . . . Sling (shades to pods)

**Construction** . . . . . Aluminum-welded, V bottom

**Speed**

**Fuel capacity** . . . . . 16.4 tons maximum (3,688 gallons)

11.3 tons normal (2,439 gallons)

**Range**

**Naval Ship Drawing No.** . . . . . PGH2-645-2533332

**Engine Details** . . . . . Protos 1273, 3,200 HP turbine.

Byron Jackson waterjet pump,

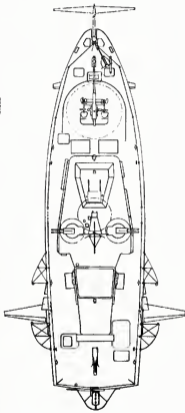
35,000 gallons per minute, 1-CMCOV-

53K diesel.

**Propellers** . . . . . Zero-foll borne, 1 single Buehler

16-1/2" waterjet bolt drive, ball

borne



# FROM HOLLAND WITH LOVE !

Dearly beloved brethren of the SIB Calt!

It is long since I have heard from anybody about the origin of SIB's. Sometimes some information comes available, which needs further investigation.

It is said, that in Wexlet Castle in Denmark an SIB exists which must be hundreds of years old.

We are investigating this matter and you will be informed as soon as we have word from Denmark. This is once again an appeal for help, since we have no information from the United Kingdom, Ireland, the U.S.A., Canada or Australia. Some people state that the art of building SIB's was brought over to the USA by

Irish immigrants. If this should be true, building figures in bottles must have been a kind of folk-art at home and thus you can expect, that the museums in Ireland and the U.K. must be full with all kinds of bottled figures or scenes, but ..... we have not seen ONE yet. In Germany you can find the finest samples of this old folk-art and some bottles (not SIB's) go back far into the 18th century. The first mention was already in 1713.

Now, beloved brethren of the noble art of making ships in bottles. I need your help. Go to your local museum and try to find out what you can. Being a SIB'er you have enough background in order to explain to the people what you are after. And if they have something in glass, bottles or spheres, please get a description and a picture if possible. Further we need the names of books in which they write about bottled figures. Please send all information direct to

Bob de Jongste, 11 Van Hoornbeekstraat, 2562 RA THE HAGUE, Holland

## SHIPS IN BOTTLES USED IN PROPAGANDA.

You will remember that some considerable time back, I asked you to help me in collecting such items. I got a few from abroad but too few for bundling them into a small booklet. Therefore I have sent all the information to Mr. Jan Visser, conservator of the museum FLESENSCHIEPES MUSEUM, Balderpaal 1, 1601 GR Enkhuizen, Holland.

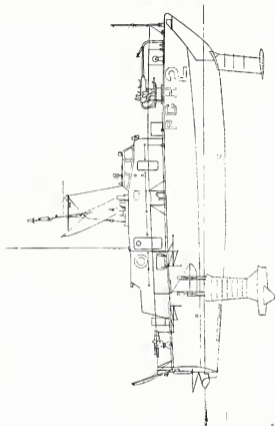
This is the first bottleship museum in the Netherlands with a very large collection of more than 500 SIB's only being surpassed by the Flenkskibseemalingen (700 pcs) in Aarø, Denmark.

When will there be bottleship museums in the U.S.A. or in England? We hope soon!

We, the Dutch members wish you every possible success! Bob de J.



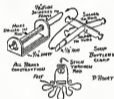
71' HYDROFOIL GUNBOAT, PGH-2-BOEING



# A BELT CLAMP FOR THE BOTTLE

## BOTTLES

by Patrick Roney  
Detroit MI.



My first ships-in-bottles used clay or putty as a material from which to model the sea. The first finish of clay and the long drying time of putty left me somewhat disappointed. I decided to try something different, but wishing to use materials as traditional as possible, wooden seas seemed a good alternative. The painting of the top of the sea was followed by several coats of clear gloss varnish, to obtain a high gloss, slightly translucent finish. This was done with the various pieces separated to avoid varnish causing them to adhere to each other. When all paint and varnish were dry, the faces to be joined were scraped to remove any excess paint, and insure a tight joint. Ideally one would like the joints to be completely invisible. In reality the closest seas has to do. This I want to insure by clamping the several pieces inside the bottle. After drawing out a few hopelessly overcomplicated designs, I decided upon a belt clamp as a simple, effective alternative. This was made as in the drawing. Brass stock available from most hobby shops was used throughout. Low heat solder was used so as not to soften the brass. Cotton or polyester twill tape, found at most fabric stores can be used for the belt. This clamp when properly constructed, can exert considerable pressure evenly on the sea piece inside the bottle, prior to the wooden sea being glued down. Rubber bands placed on the spacers, can be used for maintaining tension on the clamp.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS

by Peter Hille.

Translation by Barry Young.

Peter Hille of Wolfenbuttel, Germany the author/Editor of his Loose leaf collection, has graciously consented to share them with us as they are translated. This new regular feature in the Bottle Shipwright is designed to assist the neophyte or the accomplished Bottle Shipwright. They are out for publication except by the journals catering to ship-in-bottle builders. They are for personal use only. He suggests a small loose leaf note book and a hole punch. I am reprinting them in their original size as sent to me.(ed)

## Wood for Hulls 1

FEBRU 1991

Hardwoods are normally used for SHBs, but there are no fixed rules to follow. From our own experience we all find the type of wood we like to work, and the best methods of working it. Then we stick to what we know, unless faced by a challenge that needs an entirely new approach.

If you are not intending to paint the wood, it's natural colouring, and the line of the grain, can be used to great effect.

The following points are generally accepted:

- ▶ Very hard woods should definitely not be chosen, simply because of the difficulty in working them, but this is not to imply that you should avoid hardwoods altogether.
- ▶ Only properly dried and seasoned timber should be used. You can either select your own timber for stacking and drying, or you can cut it from old furniture, that is no longer wanted.
- ▶ The grain should run length-ways. The closer the grain lies to the axial direction of the material the better. Planks or profiles cut across the grain can cause difficulties when sawing, nailing, or carving.
- ▶ Do not believe any salesman who tries to sell you seasoned wood. Buy it, or obtain it in good time and lay it down yourself. Then you will be assured of the quality of the wood you are working with.

### The Qualities of Commonly Available Woods:

#### ALDER

White-ish colour, turns rust red during drying, fine grain pores; soft, easy to split; light; limited elasticity; fireproof; does not tend to warp; takes colour well, stains well, easy to work, and polish; turns and carves well, and can be made into veneer. Alder is the imitation wood for many hard woods.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hillie  
Translation by Barry Young.

October 10/91

## Wood for Hulls 2

### APPLE

Broad band of light red outer wood, brownish core wood; harder and firmer than pear; clearly defined annual rings; heavy and very tough; warps badly; yet is very easy to work; stains well; polishes well; and turns well.

### ASH

This tree has a very broad band of light almost white outer wood that darkens on exposure to the air; clearly marked annual rings; hard firm, tough; flexible; heavy; easy to bend (after steaming); good to polish, but does not take stain well; works well.

### BAMBOO

Not really a wood at all, bamboo is a member of the grass family; yellow green in colour; hard; medium weight; long grain, very flexible, firm, but fractures if bent too far; stains well; stains well; finishes well; not good for turning small parts - see "Master"

### BEECH

Yellowish colour, light to red tinged; radial graining marks (when quarter cut); dense; fine grained; very hard; easy to split; withstands compression; warps badly; shrinks badly; durable; stains well; polishes well; takes colour well and can be impregnated with colourant to imitate more expensive woods; can be bent to shape easily; works well.

### BIRCH

Yellowish white; medium density; very tough; relatively light; can be bent to shape, fine grained; elastic; hard; difficult to split; warps badly; stains and polishes well; difficult to work.

### BOXWOOD

Light yellowish colour; hard; annual rings are faint; durable; works well; carves well; long grained; does not stain well; does not take stain well; difficult to obtain, and therefore expensive.

### BRAZILIAN PINE

Its qualities are very similar to the European Pine. It is good for nailing, gluing, painting, staining, and polishing.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hill

Translation by Barry Young.

Edine 1971

## Wood for Hulls 3

### CANARY

A redish coloured wood, sometimes sticky rubbery sap; clearly defined annual rings; tough and hard; dense, short grained; difficult to split; works well, polishes well; considerable shrinkage; medium weight, good for inlay work and veneer, turns well.

### DONCELAS FIR

Yellowish in colour; grain fine, splits well; soft easy to work, flexible; durable, ship building timber.

### EBONY

Varying qualities, mostly black in colour; dense; heavy; very hard but brittle, difficult to cut; machines well; turns well; finishes well; polishes well.

### ELM

There are large peems in the new wood of the annual rings, heartwood is dark red brown in colour and darkens on exposure to the air, the whitish to yellowish outer wood is susceptible to attack by boring beetles, otherwise hard; firm, tough and elastic; difficult to split; similar to the Oak it is durable, long grained, hard to work, and does not polish well; staining is possible, but light coloured flecks show through.

### FIR

The wood is yellowish to bluish-white in colour; dull; long grained, very light; splits well; difficult to polish because of the variable density of the early and late wood; stains well after treatment with tannin.

### HORNBEAM (WHITE BEECH)

Greyish-white in colour; indistinct annual rings; slight sheen; dense; tough; very hard; difficult to split; warps badly; difficult to work; tears easily; cracks; turns well - see Beech to compare similarities.

### BROWNWOOD

A collective name for a group of heavy tropical woods, on the whole very hard and difficult to work; good to very good qualities for finishing and polishing; very durable.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hillie

Translation by Barry Young.

©Hillie 19/71

## Wood for Hulls 4

### *LAGUNUM VITIS-A*

Brown-black in colour, one of the hardest woods known; incredible resistance to wear; extremely durable; heavy; almost only workable by machine. Used for special purposes in shipbuilding.

### *LIMBA (AFARA)*

A pale yellowish colour, often with an uneven black-brown coloured heartwood; medium weight; hard; elastic; glues well; stains well; paints and polishes well; carves well.

### *LIME (BASSWOOD)*

A white-ish to a very light reddish colour; barely visible annual rings; light; very tough; dense; fine grained; elastic; soft; does not tend to warp once dried; works well with and against the grain; takes colour well; stains well; radiance to polish; good for pyrography; turns well; excellent for carving.

### *MAHOGANY*

A red to red-brown wood; hard; medium elasticity; large grain pores, but takes finishes well when grain is filled, splinters; medium weight; durable; tendency to crack and split; does not tend to warp, some shrinkage; turns well; excellent for veneers and furniture.

### *MAPLE*

Colour depends on variety; heavy wood; splits well; firm; dense; radiata hard; elastic; fine grained; tough; possibly light insect damage; easy to work; polishes, colours, and stains well.

### *OAK*

Dirty yellow to brown in colour; heavy; very hard; easy to split; relatively large grain pores; contains tannin; durable and weather resistant; very firm; good elastic qualities; some warping and shrinkage; stains well; does not polish well; tendency to split - therefore a long seasoning period is needed; difficult to work.

### *ORECH*

Yellowish in colour; large, coarse grain pores; tough; easy to work; light; flexible, rarely splinters; does not tend to warp; stains well; sands to a good finish once the grain is filled; takes nails well; glues well; good for carving.

© Peter Hillie, Editor Loose Leaf Collection - Hints & Tips for Bottle Shipwrights  
Translation by Barry Young 1971

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Editor DMSI

## Wood for Hulls 5

### OLIVE

Similar to Botwood, newly cut it is soft and can be worked very easily indeed. With increasing age its hardness increases considerably until it can scarcely be worked at all.

### PAISANDER

A dark wood with various base colours and deep black veining; heavy; very difficult to split; very hard; works well; finishes well; polishes well; use in combination with lighter woods is not recommended because of the dying quality of the pigmentation.

### PEAR

A red-brown wood; irregular annual rings; medium hard; very dense; firm, tough and therefore heavy; limited elasticity; does not tend to warp; works well; stains well, polishes well.

### PINE

Light reddish outer wood surrounds the red-brown coloured core wood; distinctive annual rings; large resin channels (resin protects it from rotting); limited elasticity; splits well; does not polish well; durable in air; darkens on exposure.

### PITCH PINE

Yellowish-red to brownish-red in colour; dense; heavy; very hard, tough; durable; resinous; only workable with sharp tools; elastic; tendency to split and crack; tendency to warp; splinters.

### PLANK

A similar colour to Scotch; very hard and tough; splinters easily; difficult to split; warps badly; colours and polishes well; in general it works well; turns well.

### PLUM

A dark wood red-brown to violet-brown; dense; fine grained, hard, but brittle, strong; tendency to split and crack; polishes well, and has good qualities for inlay work; turns well.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille  
Translation by Barry Young.

Edison 11/91

## Wood for Hulls 6

### POPLAR

According to type, a light brown coloring; coarse grained; grain stands up easily; some shrinking; some tendency to split and crack; splits well; easy to work.

### SPRUCE

Clear annual rings; very light; soft; splits well; yellowish to reddish-white in colour; has large resin channels and knots; clear separation of early and late wood; elastic; works well; may be stained after treatment with tannin. A firmer wood than pine.

### SWEET CHESTNUT

From white to light brown in colour, darkens considerably on exposure to air; medium weight; hard; elastic; rich in tannin; durable; has a sheen; similar properties to Oak.

### SWISS PINE (STONE PINE)

Its structure is fine and regular; some little tendency to warp during drying; splits well; does not stain or polish well- see Pine to compare similarities.

### TEAK

All shades of colour from yellow to brown-black; darkens on exposure; clearly defined annual ring; contains natural oils; more durable than Oak; easy to work; hard; elastic; splits well; does not tend to warp; medium weight. Shipbuilding timber.

### WALNUT

The colour of the heartwood can be brown-black, sharply defined annual rings, marbled colouring; tough; fine grained; dense; shrinks considerably; some tendency to split and crack; splits well; not as hard as Oak or Beech; works and polishes well.

### YEW

Prominent graining; orange-yellow to red-brown in colour; hardest of the European coniferous woods, very flexible; heavy; difficult to split; tough; dense; some shrinkage; resin free; stains well; polishes well.



JIM DAVISON, of Royal Oak, Michigan sent me a copy of his research in answer to the question posed in the last issue on page 10, by Henry Exter of Laie, Hawaii who was looking for the addressee of "American Optical". The address is:

American Optical Corp.  
14 Mechanic Street  
Southbridge, Mass. 01550.  
Phone ( 508 ) 765-9711

The above is in reference to obtaining 12" crocodili polypus'es.  
( or ie that polypi, yeah I know what is ? the plural of moose )  
BERND BRATZ, of Berlin, Germany a new member, sent in the following photo's of his latest work a "Whaling Bark " circa 1850 in 220 Scale in a 1.5 Gallon bottle. Beautiful work.





Also on page 16 of the last issue was a mention of BILL WEISER'S "STAR OF INDIA" built from a piece of the original wizen top mast. Space did not permit including the pictures he sent. So- let me correct that right now.





CHARLES ( Zippo ) HAND, has once again earned my undying gratitude, by having answered my call for plans. He has obtained a book full of small boat plans and permission to use them, the 71" Hydrofoil gun boat in this issue being only the first. He has also had the rights to his plans of Slocum's, " Spray " returned to him by Jeff Phillips, Editor of Model Ship Builder. Speaking of MSD, Charles has an article in the current issue, on bottling the S.S. Inchercliff Castle. THANKS , Jeff and Charles.

And leave it to our British brethren to recruit the first RUSSIAN member. Darn near dropped my upper plate when the latest issue of THE BOTTLESHIP arrived the other day with a three page article with photo's of the work of Vsevolod Gladilin of Moscow Russia in it. I knew with all those vodka bottles rattling around that there had to be a ship bottler or two over there.

PATRICK HONEY , of Detroit, Michigan who's article on building a belt clamp for use inside a bottle appears on page 7 of this issue also sent in the following photo of his " Santiago De Compostela " in a sparkling wine bottle. Thanks Pat.



JIM MARSH , of Saint John, New Brunswick sent in a LARGE package of plans for the " Marco Polo " which as soon as I can get them reduced to fit the format will also be appearing in the Bottle Shipwright. Thanks Jim.

I hope you like the crossword that I developed with the aid of a new computer program I received as a gift. As it deals with a nautical subject I thought you might like to try solving it.



#### HAROLD WHITING

A modeler, at the early age of eight years, Harold built cars, trucks, boats, airplanes, windmills, trains and anything else that struck his fancy. When the porch of the house he lived in was replaced and rebuilt by his father, he saved the round posts and built a model of a steam locomotive with freight cars, tank cars and cabooses which he pushed around the backyard on wooden tracks. The idea came from the Jersey Central Railroad which ran through town.

Born October 9, 1915 in Plainfield, New Jersey, U.S.A., Harold attended Plainfield High School. While in school, he taught himself to play the base horn and somewhere, he played with the orchestra, marching band, and the Plainfield Symphony. He sang base with the glee club and still sings with his church choir. When asked about his choice of instruments, he remarked laughingly, "I liked that big shiny horn." During this time, he continued to build models of all types. Living a few miles from Haddonfield, he saw many of the early planes and built models of them bi-planes, "Fokker" tri-planes (Tin Goose) and others. He built a three foot model of the "Fokker" and won first place in a children's playground model contest. The model was displayed in the Queen City Bank. He kept his models in a four foot by four foot hanger in the backyard. After awhile he gave up on these paper planes, when they hit the ground, many hours of work would be a pile of splinters. Harold built many of the old style "Mack" and "GM" Greyhound buses, not from plans, but from seeing them loading and unloading passengers and luggage at a nearby bus stop.

Graduating during the great depression, jobs were hard to come by and he worked in a fur shop and dress shop as a packer. In addition, he picked up odd jobs using his mechanical abilities. Drafted in 1943, Corporal Whiting was stationed with the 33rd Army Service Force Band attached to the 95th Division, at Indiantown Gap Military Reservation, outside of Harrisburg, Pennsylvania. While in the Army, he entered an eighteen inch model of the famous "jeep" in the Third Service Headquarters Craft Competition. He won first place. In the All Servicemen Craft Competition run by the Metropolitan Museum of Art, he placed third, the model being displayed at the museum.

Mustering out in 1946, Harold found a job with the Scott Printing Press Co. of Plainfield and worked in the foundry where they cast the presses. In 1948, he met and married his wife, Lorette. They have two stepdaughters, four grandsons, one great granddaughter and three great grandsons. In 1956, he joined the United States Postal Service and worked the same route in Plainfield for nineteen and a half years. When he retired in 1978, they blocked off the street, threw a huge block party in his honor and is the only post office employee to be so honored in that city. That year, he started another career, driving a school bus in his home town and is still working in his community.

In 1964, he built an eight foot long working model of a Somerset, N.J. bus driven by a lawnmower engine which was piloted by his two grandsons in the Fourth of July Parade. He says "I always enjoyed making, repairing and fixing things." He has also built eight foot long radio controlled models of the liners "United States" and "Queen Elizabeth II". Harold has built many models including a "McLellan" dog which he saw in the Sunday Magazine section of the "Daily News." Donating the model to the company, they showed their appreciation by letting him spend the day on the actual vessel. In the early 1960's, he started building ships in bottles as a challenge and has been at it ever since. However, one thing leads to another. A friend of his wife showed him a picture of her husband's new "White Freightliner" truck and asked if Harold could bottle it as a birthday present; he agreed to try. As a first attempt, he had little difficulty except for the wheels. He bought hobby store "Buddy-L" truck wheels which are rubber and could be easily

squeezed through the neck. Then the fun began; he couldn't get the rubber wheels to stick to the bottle and the truck rolled all over the inside of the bottle! Since that time, the wheels are made of wood.

Harold, obviously is a music lover and while he works on his models, he plays one of his thousand plus record collection of classic music selections to enhance his concentration. Although he has modeled all sorts of things, he is best known for his vehicles which really "fill the bottle." In most of them, there is hardly any space left between the cab, body, bumper, or cherry picker and the bottle. He has participated in many shows and exhibits and has won many awards for his work. A strong supporter of STHAA, he has made presentations at our conferences and at Savannah, stole the show. His ready smile, charming personality and bottled vehicles had the visitors flocking to him in droves. Who can resist those big shiny tracks and the man with the big grin to match? I know I can't and neither could anyone else. A fine example of a man and his work. J



HAROLD WHITEMORE

Master modeler for almost 70 years



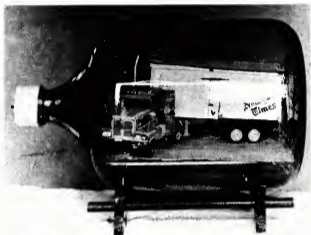
Above, Harold explains to past editor Alex Bellinger how it's done.

Opposite, Harold talks to two young Savannah residents at the Ships of the Sea museum.

Above opposite, Harold's model in a 20 gallon carboy, of a N.Y. Times tractor/trailer which is currently on display in the lobby of The New York Times building in New York City.

Yeah! Harold I am ready to go back to Savannah. How about in 1995??

Photo by THOMAS LOWE

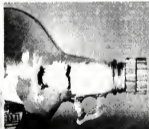


**FROM JAPAN.**

Juzo Okada sent in the photo's that follow , of some of the works of the members of the Japanese association. Well done gentlemen.



" Fishing Boats " by Mr. K. Nakubari. 1992. ( and no I don't know how he did the trick with the corks )



" Santa Maria " by Mr. H. Adachi 1992. Yes that's a ships wheel.

FROM JAPAN



Mr.H. Adachi's tallest bottle  
105 cm in height.



"Marie Jeanne" by Mr. K.  
Takamura 1992.

FROM AUSTRALIA

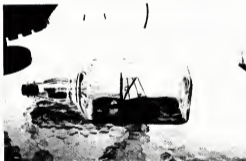


"Sir Winston Churchill" by Hideo Fukube 1991

FROM THE EDITORS-- PAST AND PRESENT.



Alex Bolliner's "Flying Cloud"



Ray Handwerker's Lobster Dory.

# ACROSS

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14 a cucumber

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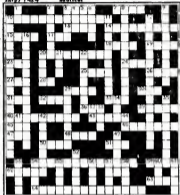
34 aboard

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35 see 21 and

46 down

ships 14x4      nautical



37 see

38 barely wake

a living

41 see again

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ice cubes

44—and behold

49 see 21 and

35 down

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53 what 4 of

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56 bel's brother

57 not all

58 this isn't a

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60 Spanish gold

61 sometimes

its even

Solution to puzzle on the  
inside of back cover.

## Cedarburg Cultural Center

W63 N566 Washington Avenue • P.O. Box 88 • Cedarburg, Wisconsin 53012 • (414) 375-3676  
Managed by the Cedarburg Corporation

### NEWS RELEASE

#### CEDARBURG CULTURAL CENTER ORGANIZING EXHIBIT OF GREAT LAKES SHIP MODELS

November 15, 1992

The Cedarburg Cultural Center is currently organizing a juried exhibition of scale model Great Lakes ships and invites all model builders from throughout the Midwest to participate. Tentatively titled "Great Lakes, Small Craft," the display will be presented in the West Gallery of the Cultural Center from Sunday, June 6, through Sunday, August 29, 1993. Approximately 30 to 40 models are being sought for this presentation.

Builders interested in participating should send a written description of the models they would like to show, along with a slide or photograph of each one, to the address below by April 1, 1993. Written descriptions should include the name of the vessel, date of its construction, year the model was built, materials employed, dimensions, source of plans, and references consulted. When all entries have been received, selections will be made by a panel including Richard Young and Scottie Gayton of Manitowoc, Jerry Guenther of Hartland, and Jeff Phillips, editor of Model Ship Builder magazine, of Cedarburg.

Models chosen for the exhibition will be fully insured by the Cedarburg Cultural Center while on the premises. If model builders are unable to deliver works to the Cultural Center, every effort will be made to arrange pick-up and return by Center staff. In these instances, the Cultural Center also will insure works while in transit. Models should be in display cases.

For further information regarding the Cedarburg Cultural Center's exhibition of Great Lakes ship models, please contact Bob Teske, Director, Cedarburg Cultural Center, P.O. Box 88, Cedarburg, WI 53012 or call (414) 375-3676.

## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-7888

### The First Frigates

#### Nine-Pounder and Twelve-Pounder Armed Frigates 1740-1815

By Robert Gardiner

This is the first volume in a new series of monographs which will outline the development of specific ship types. *The First Frigates* deals with the revolutionary change that came over the Royal Navy in the mid 18th Century: the introduction and development of a radical new type of cruising ship, known to history as the frigate.

The early classes of frigates were all armed with 9-pounder or 12-pounder guns. Although a few were built as late as 1800, this is essentially the story of British cruiser design between 1740 and 1785. As well as the design histories of the classes, this book also addresses more general questions, such as the supposed superiority of French ship building and the relative strength of British and French influence on early American frigate design. Based entirely on original sources, the book not only describes the ships, but seeks to analyse their strengths and weaknesses and to explain the thinking behind their development.

Robert Gardiner has been the editorial director of Conway Maritime Press for 15 years. He was responsible for developing that company's particular specialization in ship history. This included heading the journal *Warship* and commissioning the *Anatomy Of The Ship* series. Although he has published original research in the field of sailing warship design, this is his first book.

This 128 page book, with 100 illustrations is available exclusively in North America by Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012.

ISBN: 0-85177-601-9

SBS #463

List Price \$43.95 plus shipping and handling.

Phoenix Publications, Inc.  
P.O. Box 128  
Cedarburg, Wisconsin 53012  
414-377-7888

Available January 1, 1993.

## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-7888



Anatomy Of The Ship

### The Naval Cutter Alert 1777

By Peter Goodwin

The ALERT was one of many armed cutters that were either brought in or purpose-built to supplement the British fleet between 1763 and 1835. During this short period, the cutter was used by the Navy for inshore patrol work and reconnaissance duties as well as assisting the Revenue Service in their preventive duties against smuggling.

The ALERT was one of 15 cutters ordered for the Navy. It was built in Dover, England. Goodwin's drawings of the lines are based on the draft of the hull of the BATTLESLAKE, an identical cutter built at the same ship yard in 1777, and the model currently on display at the National Maritime Museum, Greenwich, England.

After various duties down the channel, she accompanied Kappel's fleet off Ushant in July 1778 and was deployed seeking out the location of the enemy fleet. She was taken by surprise on July 17 and captured by the French frigate JUNON.

Peter Goodwin started his career as an engineering apprentice. His first book was *The Construction and Fitting Of the Sailing Man-of-War 1650-1830*. He has also written two other Anatomy volumes, *The 20-Gun Ship Blenheim* and *The Bomb Vessel Graciosa*. Once a Polaris submariner and afterwards a design engineer, he is now employed on the VICTORY at Portsmouth, England.

The book is 128 pages with 30 photographs and 250 line drawings. ISBN 0-9615021-0-5.

SGS # 461

List Price \$32.95 plus shipping and handling

Phoenix Publications, Inc.

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Available now.

## HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of *Bottle Shipwright* and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. One way to minimize these is to take your picture outdoors on an overcast day. Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.



## GEORGE'S *helpful* HINT

A reminder for those of you interested in building scenes/ery in bottles. Many of us live in areas that get buried in snow, NOW is the time to start gathering materials for these winter projects.

Sand, pebbles, tiny branches, small pieces of drift wood or weathered twigs. Shells or assorted mosses are all useful items. Enjoy the fleeting warm weather as you collect, so when the chill winds blow and the snow is rump-deep to a tall giraffe you can be snug inside - hopefully - refilling those cleaned empty bottles with nautical scenes.



Insignia by

FRANS VAN DIJK

### ASSOCIATION BADGES

Cloth patch badges in navy blue and white (shown actual size) are available direct from JOHN BURDEN, 32 ASTLEY CLOSE, PENSLEY, WILTSHIRE, ENGLAND. Price £2 sterling includes postage. Please pay with a cheque drawn on a British bank and made out to John Burden, or Giro 25 103 1802. For American members, \$4 cash.

MEMBERSHIP is granted to all persons. For further information please write to the President, to whom Membership fees should also be sent: Leon Labistour, 'Seascaps', King Street, Robin Hood's Bay, Whitby, North Yorkshire, YO22 4SR, England.

# News of the German Ship Bottlers Guild

DEAR FRIENDS :

In case of the kindness from your editor, I have the possibility, to write to you in the future regular, to transmit to you the news, tips and tricks from Germany. Let's start with a short summary of our guild.

Name: DEUTSCHE BUEDELSCHIFFER GILDE  
(German Shipbottlers Guild)

Founded: 9th of September 1988

Members today: 131

Publications: BUEDELSCHIFF-EXPRESS

Pucci: DM 30,- ( For all members )

Come out: March, June, September and December

Meeting: Every first weekend in May

Address:

DEUTSCHE BUEDELSCHIFFER GILDE  
Gerhard G. Herrling  
Theodor-Heuss-Str. 7a  
2400 Luebeck 1  
Germany

Our meeting this year will be in Munich. The date is the 4th and 5th of May. If you like to meet us, you are very welcome. For more informations about this happening please write to Mr. R. Reuter. He is the organiser.

Klaus Reuter  
Bottlertst. 1A  
8000 München 40  
Germany

More next time and everytime a full bottle under and an empty on your table.



Gerhard G. Herrling

## THE OSAKA SHIPS-IN-BOTTLES MUSEUM MODEL EXCHANGE

As we have mentioned in previous editions of *Bottle Shipwright*, the Japanese have established a ship-in-bottle museum as part of their new waterfront project in Osaka. The museum is being run by members of the Japanese Ships-In-Bottles Society under the leadership of their president, Juzo Okada.

Mr. Okada has also been appointed curator of the new museum and has put out a call for models from foreign builders to add to those built by his countrymen. To accomplish this, members of the Japanese Association are offering to exchange copies of the "Golden Ship" (illustrated below) for one of your own works. The "Golden Ship" is a symbolic ship model in the Japanese tradition, and well worth adding to your collection.

To arrange an exchange, please send your model to: Juzo Okada, 39-1-1, Nagai-Higashi, Sumiyoshi-ku, Osaka, 558, Japan, or you may write and ask for further particulars. Your model should be double packed in two sturdy cardboard boxes, and surrounded by shock absorbing material (unsalted/unroiled popcorn works). Mark the outer box "fragile". You may insure it if you wish. Send it by "Sea Mail" and mark it as an "unsolicited gift". Of course, include your name and return address INSIDE as well as outside the package.

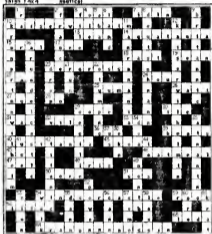
This is a great opportunity to have your model on display in a museum and to also obtain a fine piece of work for your own collection. Why not take advantage of it!!!



Above: A partial view of the models on display in the new Osaka Ships-In-Bottles Museum.

Left: One of the Golden Ships being offered by the Japanese Association in exchange for foreign models.

Shen 14x4 medical



Solution to the puzzle on page 23.

